



IFW

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Appl. No. : 10/734,214 Confirmation No. 4792  
Applicant : Rostislav SOLTA  
Filed : December 15, 2003  
TC/A.U. : 3682  
Examiner : Bradley J. Van Pelt  
  
Docket No. : R.304572  
Customer No. : 02119

Commissioner for Patents  
P.O. Box 1450  
Alexandria, VA 22313-1450

Date: November 24, 2004

**INFORMATION DISCLOSURE STATEMENT UNDER 37 CFR 1.97(b),  
AND EXPLANATION OF THE RELEVANCE OF THE CITED PRIOR ART**

Sir:

The undersigned hereby requests that the prior art cited on the attached prior art statement be placed of record in the application file.

This citation of prior art is made under 37 CFR 1.97(b), since it is being filed before receipt of the first Office action.

The relevance of the prior art cited on the attached form 1449 is as follows: .

**US 5,241,936**

This patent teaches an accelerator foot pedal arrangement for the electronic throttle control of truck engines. The foot pedal is suspended from a support structure affixed to the front wall of a vehicle cab. A drum at the proximal end of the foot pedal defines, with the support structure, an enclosure which houses an internal rack-and-pinion gearing. A sensor mounted to the support structure generates a control signal representing the angular position of the foot pedal. The rack and pinion translates rotational movement of the foot pedal to an input of the sensor.

**US 2002/0046616 A1**

This patent teaches a method and apparatus for producing downshift signals. In order to configure the downshift method, and to create signals for an automobile automatic transmission more conveniently, the tilting portion of a multi-function device with at least one moveable magnet element as a downshift sensor device is used. When a pedal element causes the actuation of a magnet element, a downshift characteristic curve (KL3) is generated with a curve-shaped increase and a maximum followed by a curve decrease (KLS) that ends in a stop window (60). A downshift point (KP) is determined using a tolerance window (59) with a path width, which corresponds to a downshift signal (KS) on a characteristic motion curve (AS) of a motion sensor element

**DE 195 31 735 C1**

This patent teaches a vehicle control pedal unit comprising a mounting structure having a U-shaped mounting end with spaced parallel legs. Between the legs one end of a pedal lever having an eyepiece with an opening which receives a bearing sleeve is pivotally

supported. A pedal is attached to the other end. At least one connecting cable having one end attached to the pedal lever at its outside extends into the eyepiece, around the bearing sleeve, and again to the outside of the lever. A return spring which is connected to the other end of the connecting cable is attached under tension to the mounting structure for biasing the pedal lever into an idle end position.

**US 5,806,376**

This patent is in the same family as DE 195 31 735 C1 and is being provided as an aid to the examiner.

**JP 2001-260696 A**

This patent teaches an accelerator device capable of preventing the disassembling of the device before assembling, reducing the number of pieces of components and the time required for assembly, and detecting an opening of an accelerator with high accuracy. A through-hole (24a) of an accelerator pedal (20) is inserted into the projecting part (33) of a supporting member (30). Another projecting part (25) of the accelerator pedal (20) is fitted and supported in a recessed part (35a) of the supporting member (30), and the accelerator pedal (20) is directly rotatably supported by the supporting member (30). A first rotor (60) and a second rotor (70) are engaged with each other through bevel gears. The first rotor (60) is rotated with the accelerator pedal (20), and the second rotor (70) receives the elastic force from a spring (80) toward the initial position of the accelerator pedal (20). The first rotor (60) and the second rotor (70) receiving a repelling force in the rotary shaft direction by the engagement of a bevel gear (63, 74) regardless of the rotating direction of the accelerator

pedal (20). The projecting part (25) of the accelerator pedal (20) is pressed to the recessed part (35a) of the supporting member (30).

**JP 2000-136736**

This patent teaches an acceleration opening sensor with sufficient and effective output voltage in the stroke range of an acceleration pedal. A sensor (90) has a linear area (a variable area) where output voltage V is changed in proportion to an acceleration opening  $\theta$  and a stepped area (a non-variable area) where the output voltage V is not changed with respect to an acceleration opening  $\theta$ . A resistance electrode (94) constituting the sensor (90) is formed with a resistance material laminated on a substrate (92) in a linear portion (94a) corresponding to the linear area. The electrode contains a resistance material laminated on a conductive layer (95) composed of the conductive material formed on the substrate (92) in a stepped portion (94b) corresponding to the stepped area.

**JP 11-343882 A**

This patent teaches an accelerator pedal with hysteresis applicable to various vehicles. An accelerator pedal module has coil springs (70, 72) energizing an accelerator pedal to the returning direction. It is arranged on the outside of a pivot shaft by making use of a second lever (68) provided on a second rotor (92). For this reason, it is not necessary for coil springs (70, 72) to secure axial dimensions in order to secure the energizing force to be displayed. Thus, the axial dimension is very short as compared with a conventional accelerator pedal. Therefore the on-vehicle property is improved.

Appl. No. 10/734,214  
IDS filed November 24, 2004  
Prior to first Office Action

The following references provided above were submitted to the undersigned as a citation in the corresponding German application: JP 2001-260696 A, JP 2000-136736 A, and JP 11-343882 A. However, our client did not send copies of these references, and the undersigned has not been able to obtain any copies. Efforts will continue, and as soon as any copies are obtained we will forward them to the PTO.

Examination of this application is respectfully requested.

Respectfully submitted,

Ronald E. Greigg  
Registration No. 31,517  
Attorney for Applicant

GREIGG & GREIGG, PLLC  
1423 Powhatan Street, Suite One  
Alexandria, VA 22314

Telephone: 703-838-5500  
Facsimile: 703-838-5554

REG/SLS/elb  
Customer No. 02119  
JABosch\R304572\04-11-23, R304572, IDS.wpd

INFORMATION DISCLOSURE CITATION  
(Use several sheets if necessary)

Docket Number (Optional)

R.304572

Application Number

10/734,214

Applicant(s)

Rostislav SOLTA

Filing Date

12-15-2003

Group Art Unit

3682

U.S. PATENT DOCUMENTS

*EXAMINER INITIAL	REF	DOCUMENT NUMBER	DATE	NAME	CLASS	SUBCLASS	FILING DATE IF APPROPRIATE
		5,214,936	09-07-1993	Jay D. BYLER et al			
		5,806,376	09-15-1998	Dieter PAPENHAGEN et al			

U.S. PATENT APPLICATION PUBLICATIONS

*EXAMINER INITIAL	REF	DOCUMENT NUMBER	DATE	NAME	CLASS	SUBCLASS	FILING DATE IF APPROPRIATE
		2002/0046616 A1	04-25-2002	Peter APEL			

FOREIGN PATENT DOCUMENTS

REF	DOCUMENT NUMBER	DATE	COUNTRY	CLASS	SUBCLASS	Translation	
						YES	NO
	DE 195 31 735 C1	02-13-1997	Germany			✓	
	JP 2001-260696 A	09-26-2001	Japan				✓
	JP 2000-136736 A	05-16-2000	Japan				✓
	JP 11-343882 A	12-14-1999	Japan				✓

OTHER DOCUMENTS *(Including Author, Title, Date, Pertinent Pages, Etc.)*


EXAMINER

DATE CONSIDERED

EXAMINER: Initial if citation considered, whether or not citation is in conformance with MPEP Section 609; Draw line through citation if not in conformance and not considered. Include copy of this form with next communication to applicant.